



COUNTY OF LOS ANGELES  
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ANDREA SHERIDAN ORDIN  
County Counsel

April 19, 2011

**ADOPTED**

BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

#23 of APRIL 19, 2011

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The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

*Sachi A. Hamai*  
SACHI A. HAMAI  
EXECUTIVE OFFICER

Agenda No. 6  
01/25/11

**Re: PROJECT NUMBER R2009-02015-(2)  
GENERAL PLAN AMENDMENT NUMBER 2009-00013-(2)  
SECOND SUPERVISORIAL DISTRICT/THREE-VOTE MATTER**

Dear Supervisors:

Your Board previously conducted a public hearing regarding the above-referenced application for a general plan amendment, which is associated with Conditional Use Permit Number 2009-00150-(2), Parking Deviation Number 2010-00005-(2), and Zone Change Case Number 2009-00013-(2), and relates to the development of a multi-family residential complex consisting of 196 rental units with appurtenant structures, located at 5544 and 5550 Grosvenor Boulevard within the unincorporated community of West Fox Hills. At the completion of the hearing, your Board indicated an intent to approve the general plan amendment and instructed us to prepare the appropriate resolution for approval. Enclosed is the proposed resolution for your consideration.

Very truly yours,

ANDREA SHERIDAN ORDIN  
County Counsel

By

*L. Hafetz*  
LAWRENCE L. HAFETZ  
Principal Deputy County Counsel  
Property Division

APPROVED AND RELEASED:

*John F. Krattli*  
JOHN F. KRATTLI  
Senior Assistant County Counsel

LLH:sh  
Enclosure

HOA.781843.2

**A RESOLUTION OF THE BOARD OF SUPERVISORS  
OF THE COUNTY OF LOS ANGELES  
RELATING TO THE ADOPTION OF  
GENERAL PLAN AMENDMENT NUMBER 2009-00013-(2)**

**WHEREAS**, section 65350, et seq., of the California Government Code provides for the adoption and amendment of a jurisdiction's general plan; and

**WHEREAS**, the County of Los Angeles ("County") adopted a Countywide General Plan ("General Plan") in November 1980, which General Plan has been periodically updated and amended since that time; and

**WHEREAS**, the permittee, Din/Cal, Inc., proposes to construct a multi-family residential complex consisting of 196 rental units with appurtenant structures, including a pool, a fitness center, and 353 on-site parking spaces, on a 4.93-gross-acre (4.36-net-acre) site; and

**WHEREAS**, the site is located at 5544 and 5550 Grosvenor Boulevard within the unincorporated community of West Fox Hills in the Playa Del Rey Zoned District; and

**WHEREAS**, in connection with the proposed apartment complex, the permittee has requested the approval of this General Plan Amendment No. 2009-00013-(2) ("Plan Amendment") to change the subject property's existing land use designation in the General Plan from Category 1 (Low Density Residential - one to six dwelling units per acre) to Category 4 (High Density Residential - 22 or more dwelling units per acre); and

**WHEREAS**, Conditional Use Permit Case No. 2009-00150-(2) ("CUP") is a related request to authorize the demolition of an existing church, a single-family residence, and appurtenant structures, and the construction of the multi-family residential complex described above; and

**WHEREAS**, Parking Deviation Case No. 2010-00005-(2) ("Parking Deviation") is a related request to authorize 10 percent less parking for the project than what would otherwise be required by the Los Angeles County Code ("County Code"); and

**WHEREAS**, Zone Change Case No. 2009-00013-(2) ("Zone Change") is a related request to change the zoning for the subject property from R-3-DP (Limited Multiple-Residence, Development Program) and R-1 (Single-Family Residence) to R-4-DP (Unlimited Residence, Development Program). The -DP designation will ensure that the development conforms to the approved plans and exhibits submitted by the permittee and that it will remain compatible with the surrounding area; and

**WHEREAS**, the County Board of Supervisors ("Board") conducted a duly-noticed public hearing in the matter of the Plan Amendment on January 25, 2011. The Plan Amendment was heard concurrently with the CUP, Parking Deviation, and Zone Change. The County Regional Planning Commission ("Commission") previously

conducted a duly-noticed public hearing on the Plan Amendment, CUP, Parking Deviation, and Zone Change on May 12, 2010, June 16, 2010, July 14, 2010, October 6, 2010, and November 10, 2010; and

**WHEREAS**, the Board finds as follows:

1. The 4.93-gross-acre (4.36-net-acre) site is rectangularly-shaped and predominantly level.
2. The CUP will ensure compliance with the -DP zoning designation pursuant to section 22.40.040 of the County Code. The CUP will restrict development of the re-zoned property to the proposed project shown on the approved site plan, marked "Exhibit A," and will ensure that no other development will be permitted on the property unless a new CUP is first obtained.
3. The site is located in a pocket of unincorporated County territory surrounded by the City of Los Angeles on all sides and by the Marina (90) Freeway to the north. It is in close proximity to the intersection of Centinela Avenue and Jefferson Boulevard to the west, and is near the "Village" community in the Playa Vista development to the north.
4. The site's primary frontage is on Grosvenor Boulevard to the west and access to the site is from Grosvenor Boulevard via Jefferson Boulevard. A cul-de-sac on Juniette Street terminates at the site to the east. An alley is located along the site's southern property line and single-family residences are located adjacent to the site to the north.
5. The site is currently developed with an approximate 39,000-square-foot church, appurtenant parking and landscaping areas, and a single-family residence. These structures and appurtenant structures will be demolished as part of the project.
6. Currently, 4.22 net acres of the site are zoned R-3-DP, which contain a church and appurtenant facilities; 0.14 net acres of the site are currently zoned R-1, which contain a single-family residence.
7. The site's existing R-3-DP zoning was established in 1984 by Ordinance No. 84-012Z and Project No. 85028, which consisted of a conditional use permit, parking permit, and revised tract map, and authorized the development of the 39,000-square-foot church, with a maximum of 61 feet in height and 1,600 occupancy load, and with a minimum of 320 on-site parking spaces. The existing church at the site was constructed in 1987 pursuant to these approvals.
8. The surrounding properties are zoned as follows:  
  
North: R-1;  
East: C-3 (Unlimited Commercial), the City of Los Angeles - PF-1 (Public Facilities), and C2-1 (Commercial);

South: The City of Los Angeles - C2-1; and  
West: The City of Los Angeles - M2-1 (Light Industrial) and P-1 (Automobile Parking).

9. Surrounding land uses are as follows:

North: Single-family residences;  
East: Office and commercial buildings, single-family residences, and an elementary school;  
South: Multi-family uses; and  
West: Office buildings, manufacturing uses, and a gymnastics center.

10. The site has a current land use designation in the General Plan of Category 1 (Low Density Residential - one to six dwelling units per gross acre), which would allow a maximum of 29 units on the site. This density is inconsistent with the site's allowable density under the current R-3-DP zoning, which would allow a maximum of 30 units per net acre, or a maximum of 130 units on the site. Thus, regardless of the instant project, any development on the site consistent with existing zoning would require a General Plan amendment to change the site's land use designation from Category 1 to Category 4 (High Density Residential - 22 or more dwelling units per acre). Accordingly, the permittee requests the Plan Amendment to change the site's land use designation in the General Plan from Category 1 to Category 4 to conform the land use designation with the proposed R-4-DP zoning for the project, and to allow a density of 45 units per acre for the project, for a total of 196 units.
11. Prior to the Commission's public hearing, an Initial Study was prepared for the project in compliance with the California Environmental Quality Act (Public Resources Code section 21000 et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, the County Department of Regional Planning ("Regional Planning") determined that an Environmental Impact Report ("EIR") was the appropriate environmental document for the project.
12. Throughout the public hearing process, the permittee made significant community outreach efforts, and held over 30 community meetings to address the community's concerns regarding the project. In response to these outreach efforts, significant changes to the project were made, including: a reduction in the number of units from 216 to 196; a reduction in the project's maximum height from 60 feet to 51 feet; a reduction in the number of parking spaces from 433 to 353 parking spaces; and a redesign of the parking structure from an unenclosed structure to an enclosed and ventilated structure.
13. On November 10, 2010, after hearing all testimony, the Commission closed the public hearing, certified the Final Environmental Impact Report ("FEIR"), approved the CUP and Parking Deviation, and recommended approval of the Plan Amendment and Zone Change to the Board.

14. Pursuant to section 22.60.230(B)(2) of the County Code, because the project approvals included a recommendation by the Commission to the Board on the Plan Amendment and Zone Change, the CUP and Parking Deviation were deemed called up for review by the Board along with the request for the Plan Amendment and Zone Change.
15. On January 25, 2011, the Board conducted its public hearing on the project. The Board heard a presentation from Regional Planning staff; testimony from the permittee and its representatives; testimony from a number of project proponents, including local residents, construction industry workers, and representatives of local business organizations; and testimony from one project opponent, a representative of the Del Rey Homeowners Association. Written opposition was also submitted to the Board. The opponent claimed, among other things, that: a) the project is too dense; b) the building height is incompatible with the surrounding community; c) the site has complicated ingress and egress issues with poor vehicular access; and d) the site is isolated from shops and restaurants and poorly served by public transportation.
16. The County has prepared a comprehensive FEIR for the project, and the FEIR adequately addresses and/or mitigates all potential environmental impacts of the project.
17. The project will provide 196 high-quality residential units and as a result of numerous meetings between the permittee and the community, the project incorporates reduced building heights, additional landscaping and setbacks, and numerous other amenities. Further, the project will be LEED certified, to comply with the County's low-impact development ordinance, and provide four courtyards, an outdoor pool, and a fitness center.
18. The permittee is committed to providing local construction jobs for the project, and the project constitutes good infill development that will enhance the surrounding community.
19. A residential use on this site is appropriate because the property is bounded by single-family residential uses to the north and multi-family residential uses to the south. Further, the site's proposed higher-density designation in the General Plan and County Code are appropriate. Average residential densities within the site's 500-foot radius are six dwelling units per acre to the north and 99 dwelling units per acre to the south. The project's density of 45 dwelling units per acre will serve as an appropriate transition between these lower and higher density developments.
20. The project's density of 45 units per acre will not exceed the maximum of 50 units per acre otherwise allowed by the site's R-4-DP zoning.
21. The project is compatible with the existing land use patterns of the developed neighborhood. The predominant uses surrounding the site are single-family

residences, apartment buildings, office buildings, light manufacturing, and an elementary school. Further, the project will enhance the quality of this neighborhood by providing high-quality rental housing that meets or exceeds the County's green building standards for multi-family residential development.

22. The project's graduated density and massing is designed to be compatible with the existing single-family residential uses to the north and the mid-rise high-density residential uses to the south.
23. In keeping with good planning practice, the project will appropriately increase the supply of housing, promote the efficient use of land through a more concentrated pattern of urban development, improve the jobs-to-housing balance, and concentrate well-designed higher-density housing in and adjacent to job centers and recreational centers.
24. The project is consistent with the following policies in the General Plan:
  - Policy No. 17: Promote the efficient use of land through a more concentrated pattern of urban development, including the focusing of new urban growth into areas of suitable land.
  - Policy No. 24: Focus intensive urban uses in an interdependent system of activity centers located to effectively provide services throughout the urban area and supported by adequate public transportation facilities.
  - Policy No. 31: Encourage the location of medium- and high-density housing in close proximity to regional multi-purpose centers.
  - Policy No. 39: Emphasize the preservation, conservation, and maintenance of stable residential areas.
  - Policy No. 41: Encourage the provision of adequate rental housing.
  - Policy No. 47: Promote the provision of an adequate supply of housing by location, type, and price.
25. The project is consistent with applicable goals and policies of the Housing Element of the General Plan, which call for the production of a range of housing types and housing costs to meet the needs of current and future residents, regardless of income.
26. The compatibility of the project with surrounding land uses will be ensured through the related CUP, Parking Deviation, and Zone Change.
27. In determining that the project is consistent with the General Plan, the housing and employment needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources.

28. The Parking Deviation authorizes a 10 percent reduction in required parking by allowing the permittee to provide 1.8 parking spaces per unit instead of two spaces per unit otherwise required by the County Code. This reduction was substantiated by a parking study conducted by Raju Associates, Inc., demonstrating that parking demand in the vicinity varies from 0.91 parking space per unit in Marina Del Rey to 1.22 parking spaces per unit in Santa Monica, with a peak demand of 1.52 parking spaces per unit in the surveyed area.
29. Other than parking, the project will be subject to all applicable development standards and requirements of the R-4 zone, as set forth in section 22.20.380 et seq., of the County Code.
30. The air quality and noise analyses conducted for the project found that the project's air quality and noise impacts will not exceed the thresholds of significance set by the Southern California Air Quality Management District or the County. Nevertheless, in order to further reduce the project's air quality and noise impacts on the apartment buildings to the south, the permittee has agreed to enclose and mechanically ventilate the project's parking garage.
31. In order to ensure the project's aesthetic and physical compatibility with surrounding development, the parking garage's southern façade has been articulated and architecturally treated to make it resemble the apartment building. In addition, the maximum height of the parking garage has been reduced to 35 feet, exclusive of appurtenant elevator and stair shafts, which is compatible with the height of the adjacent, denser apartment buildings. By replacing outdated structures with attractive, environmentally-sensitive housing and landscaping, the project will enhance the aesthetics of the neighborhood.
32. The massing, scale, and height of the project are compatible with the character of the developed neighborhood and are complementary to adjacent and surrounding land uses. To buffer the project from the single-family residences to the north, the apartment building is set back a minimum of 39 feet. In addition, the apartment building's maximum height is 47 feet, exclusive of roof-top parapets, architectural projections, stairwells, and elevators, and thus is compatible with the height of the adjacent, denser apartment buildings to the south.
33. The project has been designed to be compatible with existing nearby development and density by providing, among other things, an eight-foot-high block wall along the northern property line, a 10-foot-wide landscaped setback to screen and buffer the adjacent single-family residences, graduated height and density on the northern side of the site, and a 19-foot-wide landscaped strip between the parking garage and the abutting alley. The two-story carriage units will provide further buffering between the driveway and single-family residences and help mitigate the noise and visual impacts of the project.

34. The eight-foot-high block wall, the 10-foot-wide landscaped setback, the required height of on-site foliage (12 to 16 feet), and the two-story carriage and garage units (22 feet deep and 284 feet long) result in an expected noise level for the project of 34.1 dBA CNEL, which corresponds to a "quiet urban nighttime" designation in *The Noise Guidebook* of the United States Department of Housing and Urban Development, Office of Community Planning and Development. This noise level is below what would otherwise be allowed by the County under its noise ordinance.
35. The project will complement the existing office and light industry hub located just west of the site; will serve as an appropriate transitional infill development between the single-family residences to the north and higher-density apartment buildings to the south; and will be conveniently served by the public elementary school located just east of the site.
36. Unlike the sporadic traffic pattern associated with the existing church, where traffic impacts on weekends and evenings are increased, the traffic generated by the project should be more compatible with the surrounding residential neighborhood.
37. The project will produce high-quality rental units on an underutilized infill site in an area that needs additional housing to meet the County's current and future anticipated housing demands. The site has ready access to requisite public infrastructure, utilities, and services.
38. The project will provide adequate parking to mitigate off-site parking impacts and the site has adequate access to ensure efficient traffic circulation to and from the site.
39. The FEIR includes a traffic study prepared by a licensed traffic engineering firm which finds that the project's vehicular ingress, egress, and access is adequate, and that, with implementation of the traffic mitigation measures in the Mitigation Monitoring and Reporting Program ("MMRP"), the traffic impacts from the project will be less than significant. Further, the project has been conditioned to install a traffic signal with an Automated Surveillance and Control and Adaptive Traffic Control System at the intersection of Grosvenor Boulevard and Jefferson Boulevard, and such improvement will lower the current traffic volume along the project's southern alley to fully mitigate the project's traffic impacts at this location.
40. The permittee conducted a survey of multi-family developments in the area which found that market conditions do not support subterranean parking for a project with the permittee's proposed density. Developments with a "wrap" garage, such as the instant project, were found to have an average density of 55 units per acre, which is significantly higher than the project's 45 units per acre and thus is appropriate for the proposed use.



41. Establishment of the proposed use at the subject location is in conformity with good zoning practice. The site is near, among other things: the Marina (90) and 405 Freeways, which provide convenient access to regional transportation; the communities of Playa Vista, Marina Del Rey, and Playa Del Rey, which provide employment and recreational opportunities within walking or biking distance from the site; the Fox Hills Mall, Howard Hughes Shopping Center, and numerous other retail centers; a variety of potential employers within walking and/or biking distance just west of the site; a public elementary school within walking distance east of the site; and mass transit lines on Jefferson Boulevard and Centinela Avenue within walking distance from the site.
42. The permittee is subject to the payment of the California Department of Fish and Game fees pursuant to section 711.4 of the California Fish and Game Code related to the project's effect on wildlife resources.
43. The permittee will be subject to the County Library Facilities Mitigation Fee pursuant to Chapter 22.72 of the County Code, calculated based on the project's 196 units.
44. A FEIR for the project was prepared in accordance with CEQA, the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Board reviewed and considered the FEIR, along with its associated MMRP, CEQA Findings of Fact ("CEQA Findings"), and Statement of Overriding Considerations ("SOC"), and found that it reflected the independent judgment of the County.
45. After considering the FEIR and the MMRP together with any comments during the public review process, on the basis of the whole record before it, with the mitigation measures set forth and carried out through the MMRP, and other than the environmental impacts set forth in the SOC, there was no substantial evidence that the project would have a significant effect on the environment.
46. An MMRP consistent with the conclusions and recommendations of the FEIR was prepared, and its requirements are incorporated into the conditions of approval for this project.
47. The MMRP prepared in conjunction with the FEIR identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the project.
48. Approval of this project is conditioned on the permittee's compliance with the conditions of approval for the related CUP and Parking Deviation, and the MMRP.
49. As a condition of approval of the related CUP and Parking Deviation, the permittee shall be required to comply with the development standards and requirements of the R-4-DP zone, set forth in section 22.20.380, et seq., of the County Code, and the applicable development program requirements for the -DP

zoning designation, set forth in sections 22.40.030 through 22.40.080 of the County Code, except as modified by the CUP and Parking Deviation.

50. The permittee has submitted a development program, consisting of a site plan and progress schedule, which complies with the requirements of section 22.40.050 of the County Code.
51. The permittee has demonstrated the suitability of the subject property for the proposed use. Establishment of the proposed use at such location is in conformity with good zoning practice. Compliance with the conditions of approval will ensure compatibility with surrounding land uses and consistency with all applicable General Plan policies.
52. The project has been designed to be compatible with the surrounding area in terms of land use patterns, design, and established community character.
53. The requested use at the proposed location will not adversely affect the economic welfare of the surrounding community, and the development provides adequate vehicular access and parking and loading so as to prevent undue traffic congestion.
54. The requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.
55. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
56. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and adequately served by other public or private service facilities as are required.
57. The Plan Amendment will not place an undue burden upon the community's ability to provide necessary facilities and services.
58. The permittee has satisfied the County "Burden of Proof" set forth in the County Code for the requested Plan Amendment.
59. The approval of the Plan Amendment, CUP, Parking Deviation, and Zone Change will result in an updated policy map in the General Plan to reflect current

conditions in the area, and such approval will also establish development standards to ensure that future development on the subject property will be compatible with the goals and policies of the General Plan.

60. The exterior appearance of the structure will not be inconsistent with the exterior appearance of commercial structures already constructed or under construction within the immediate neighborhood so as to cause blight, deterioration, or substantially diminish or impair property values within the neighborhood.
61. Modified conditions in the surrounding area warrant an amendment to the General Plan, and approval of the Plan Amendment is in the best interest of the public health, safety, and general welfare, and in conformity with good zoning practice.

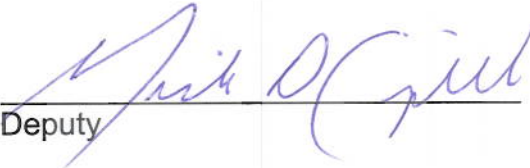
**THEREFORE, BE IT RESOLVED THAT THE BOARD OF SUPERVISORS:**

1. Certifies that the FEIR for the project was completed in compliance with CEQA and the State and County Guidelines related thereto; certifies that it independently reviewed and considered the information contained in the FEIR, and that the FEIR reflects the independent judgment and analysis of the Board as to the environmental consequences of the project; indicates that it stated its intent to certify the FEIR at the conclusion of the hearing on the project and adopt the CEQA Findings, SOC, and MMRP;
2. Certifies the FEIR and adopts the MMRP, CEQA Findings, and SOC, finding that pursuant to section 21081.6 of the California Public Resources Code, the MMRP is adequately designed to ensure compliance with the mitigation measures during project implementation, and further finding that the unavoidable significant effects of the project after adoption of said mitigation measures are as described in the CEQA Findings and SOC, determining that the remaining, unavoidable environmental effects of the project have been reduced to an acceptable level and are outweighed by specific health and safety, economic, social, and/or environmental benefits of the project as stated in the CEQA Findings and SOC; and
3. Adopts General Plan Amendment Case No. 2009-00013-(2).

The foregoing resolution was on the 19<sup>th</sup> day of April, 2011, adopted by the Board of Supervisors of the County of Los Angeles and ex officio the governing body of all other special assessment and taxing districts, agencies, and authorities for which said Board also acts.



SACHI A. HAMAI, Executive Officer-  
Clerk of the Board of Supervisors of  
the County of Los Angeles

By   
Deputy

APPROVED AS TO FORM:

ANDREA SHERIDAN ORDIN  
County Counsel

By   
Deputy

Attachment

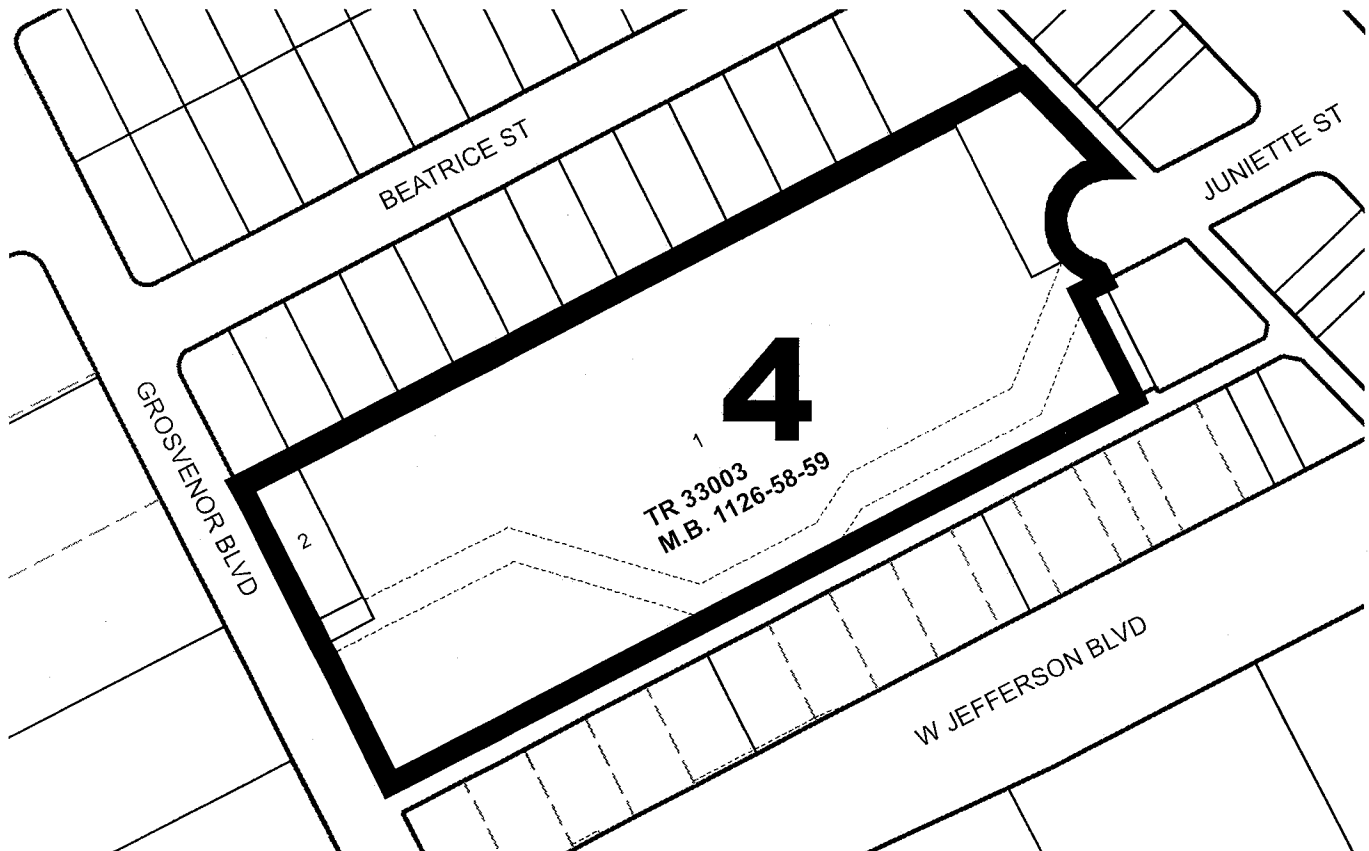
AMENDMENT TO COUNTYWIDE GENERAL PLAN  
WEST FOX HILLS COMMUNITY

PLAN AMENDMENT: 200900013

ON:

**CATEGORY 1 TO CATEGORY 4**

(PROPOSED: HIGH DENSITY RESIDENTIAL 22 OR MORE DU/AC)









**LEGAL DESCRIPTION:**

LOTS 1 AND 2 OF TRACT NO. 33003 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 1126 PAGES 58 AND 59 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF LOT 1 AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE WHICH RECORDED MARCH 25, 2005 AS INSTRUMENT NO. 05-0694025 OF OFFICIAL RECORDS.

**LEGEND:**

-  PARCELS
-  STREET / RIGHT OF WAY
-  LOT LINE
-  CUT/DEED LINE
-  EASEMENT LINE
-  PLAN AMENDMENT AREA



0 75 150  
FEET

COUNTY ZONING MAP  
105H161

**DIGITAL DESCRIPTION:** VZCOVD\_PLAYA DEL REY

THE REGIONAL PLANNING COMMISSION  
COUNTY OF LOS ANGELES  
WAYNE REW, CHAIR  
RICHARD J. BRUCKNER, PLANNING DIRECTOR